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Moore, Dewitt C. *The Law of Interstate Commerce and Federal Regulation Thereof*. Pp. lxxvii, 808. Price, \$7.50. Albany, N. Y.: Matthew Bender & Co., 1910.

There is no branch of law upon which concise and authoritative information is more sought for by lawyers and transportation students than is the law of interstate commerce. The author of "The Law of Carriers," Mr. Dewitt C. Moore, had a thorough preparation for writing a text upon interstate commerce, and his work is a most excellent one in every particular.

The greater part of the volume has to do with interstate commerce by rail. However, the discussion of the law upon this subject is preceded by chapters upon the definition of commerce, upon the history of federal regulation, and upon the nature of interstate commerce. The discussion of the interstate commerce act, as it now stands, amended by the legislation of last year, shows that the author thoroughly understands the economics of railroad transportation as well as its law. In view of the present attention being given to the principles of rate making and to what constitutes a reasonable rate, Mr. Moore's analysis of the elements to be considered in determining the reasonableness of rates—to which several chapters are devoted—is most timely and illuminating. The book closes with a long and admirable chapter upon the Sherman anti-trust act, in which the purpose of the enactment of this law is stated, this being followed by a detailed account of the interpretation of the law by the Supreme Court in all the important cases involving that act. In no other volume can so concise and satisfactory an account of the Sherman anti-trust law be found.

The volume is prefaced by a lengthy table of cases. The appendices include (1) the Text of the Interstate Commerce Act of 1887 as amended by subsequent acts down to and including that of April 13, 1908; (2) the Text of the Elkins Act of 1903, as amended in 1906; (3) the Text of the Mann-Elkins Act of June 18, 1910; (4) the Text of the Testimony and Expediting Acts of February 11, 1893 and 1903; and (5) the Text of the Immunity Act of June 30, 1906. Thus the table of cases, the main body of the work, and the appendices combine to make this volume an exceptionally useful handbook of the law of interstate commerce.

EMORY R. JOHNSON.

Nearing, Scott. *Social Adjustment*. Pp. xvi, 377. Price, \$1.50. New York: Macmillan Company, 1911.

"To be scientific is to be popular. There is no renown worth having but that of the newspaper and the magazine and the classroom." This test of fitness of the literary effort of economists, laid down in the president's address before the American Economic Association in 1908, could scarcely be more fully met than in the present volume. With an attitude of mind in which doubts have no place, with a tendency to concentrate on striking facts and phases of social adaptation, and with a style equally clear and decisive, little

is left to be desired in the way of a work for popular educational purposes. The scholar of ultra-scientific bent will rebel at the dogmatic tone of the book, and this feeling will be intensified by the knowledge that some of the material on which conclusions are based is of rather fugitive and uncertain type. None the less, there is great value in such an interpretation of some of the significant material at hand in the field covered by the book. It focuses and challenges thought, it connects materials and views the organic relation which often escapes attention, and it reveals gaps in evidence which when filled will do much to shift some of our thinking from the speculative plane to a basis in fact.

The theory of the book is simple and clear. The process of social adjustment is that of realizing the normal in human capacity. Its negative aspect is the eliminating of social costs which arise in our economic and social order out of the various hindrances and handicaps to the attaining of the normal. These obstacles to human attainment are in one aspect a product of outworn traditions, and in another a result of the failure of social arrangements to keep pace with the rapid industrial changes of the century. Bad living and working conditions, inefficient governmental and educational machinery, and the accompanying exploitation of resulting weakness and ignorance are all evidences of this maladjustment. Public educational arrangements are uniform; they must be differentiated to meet new and varied needs. Wages are low, the family budget is cramped, children are underfed; the "single man" standard of wages must be replaced by a minimum standard that meets family requirements. There is overcrowding in cities, housing is bad, morbidity and mortality are high; city planning, housing reform, the redistribution of labor, and a more careful handling of our immigration policy, with related means, must overcome these evils. The dependence of women must be transformed into a position of independence; and the large family must go the way of the auk and the dodo. Similarly as regards working conditions, premature employment, overwork, unemployment, and industrial hazards must be eliminated wherever possible. Where their removal is impossible the burden must not take the form of wasted lives and broken families, but must be shifted to the community.

The agencies of reformation are varied. Reform must begin by developing a feeling of social responsibility, with the school as a basis of action. Then other educational devices—the trade union, philanthropic agencies, the newspaper and periodical press, social propaganda of every description—will serve to prepare the ground for the social expert. His work will ripen into social legislation and administration. And in this ultimate remedies will be found.

The road of social reconstruction is long and devious. It leads uphill much of the way, but the present volume does much to give it a uniform style of finger-posting.

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